



THAMESMEAD AND ABBEY WOOD SUPPLEMENTARY PLANNING DOCUMENT ANNEXES

Adopted December 2009





ASSEMBLAGE

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Annex I Delivery and implementation

AI.1 Overview

It is important that the SPD is supported by a comprehensive framework for delivery and implementation. The purpose of this Annex is to outline the roles and responsibilities of key stakeholders in relation to delivery. In addition a series of 50 projects have been defined to support the delivery of the SPD and the vision, themes and objectives which sit above the guidance. The projects are referenced in the summary tables can be examined in more detail in the separate Delivery Plan Summary document.

A2.2 Key roles and responsibilities

Key roles and responsibilities are outlined as follows:

London Borough of Bexley

The London Borough of Bexley has a key role to play in the implementation of the SPD as the Local Planning Authority.

Alongside Greenwich Waterfront Regeneration Agency, Bexley Regeneration Unit (BRU) will have ownership of the Delivery Plan Summary and responsibility for

championing projects and liaising with potential funders and partners.

They will have a close working relationship with officers at Greenwich and be a point of contact for Trust Thamesmead, Gallions Housing Association and Tilfen Land. Bexley Regeneration Unit will also be responsible for liaising with the Chief Executive and Lead Members as appropriate, and co-ordinating joint working with other departments within the London Borough of Bexley.

Greenwich Council

Greenwich Council has a key role to play in the implementation of the SPD as the Local Planning Authority.

Alongside Bexley Regeneration Unit, Greenwich Waterfront Regeneration Agency (GWRA) will have ownership of the Delivery Plan Summary and responsibility for championing projects and liaising with potential funders and partners. They will have a close working relationship with officers at Bexley and be a point of contact for Trust Thamesmead,

Gallions Housing Association and Tilfen Land. GWRA will also be responsible for liaising with the Chief Executive and Lead Members as

appropriate, and co-ordinating joint working with other departments within Greenwich Council.

Trust Thamesmead

The Trust will have a major role in delivering projects. Trust Thamesmead has an interest in a number of projects both at a feasibility stage, and already under implementation. These include physical development projects and community initiatives.

Gallions Housing Association

Gallions will continue to fulfil a key role as the Registered Social Landlord in the area, managing and improving social housing stock and maintaining open spaces, parks, roads, bridges and infrastructure as appropriate. Gallions will be a key delivery partner for the area. The organisation is taking forward a number of projects in the study area which will contribute to the regeneration of Thamesmead.

Tilfen Land

Tilfen will continue to play a key role as a development company with many ownership interests in the area. The organisation will contribute to the delivery of a number of projects

including Tamesis Point and the town centre.

Communities and Local Government: Thames Gateway Delivery Unit

CLG will be a key funding partner for the regeneration of Thamesmead, ensuring that projects contribute to key Thames Gateway objectives and priorities.

London Development Agency

Alongside CLG, the LDA will have a major role in funding projects in Thamesmead

Design for London

DfL is championing a number of projects in Thamesmead as part of the East London Green Grid and through its role as a regional design resource for London. Projects include Cross River Park, the Ridgeway Masterplan, Thamesmead Canals, Belvedere Links and urban realm improvements within the Abbey Wood interchange.

DfL will assist the boroughs in delivering high quality design and feed into projects of sub-regional significance including Abbey Wood and Pettman Crescent.

Environment Agency

In the context of environmental issues, particularly flood risk, EA will provide strategic input into the Thamesmead and Abbey Wood SPD and advise on individual applications / proposals on a case-by-case basis.

Transport for London

TfL is responsible for delivering a number of strategically important transport projects. It is important that projects such as Abbey Wood Development Framework, Pettman Crescent, the Ridgeway and additional public realm work are considered in the context of the wider objectives for Thamesmead. Greenwich Council with TfL is investigating infrastructure improvements to public transport in the waterfront corridor of the borough, previously to be served by Greenwich Waterfront Transit. TfL is also responsible for delivering Crossrail and has a range of responsibilities as strategic highway authority in planning and managing the bus network and promoting walking, cycling and smarter travel initiatives.

Other public delivery partners

A number of public bodies will also play a key role in realising the vision for Thamesmead and Abbey Wood. These include the Metropolitan

Police who are already working with the boroughs on a strategy for policing the area, the Primary Care Trust and the Local Education Authorities.

AI.3 Phasing and project priorities

Project priority is categorised according broad phasing. The key characteristics of projects listed under each phase are set out below:

Phase 1 Projects - short-term

- A well defined project with established ownership for project leadership, a costed plan, known funding source(s), outputs and outcomes; and
- Complementary to other defined activities/projects already underway or at an advanced stage of development.

Phase 2 Projects - medium term

- Actively under development but costed plan not yet available.

Phase 3 Projects - long-term

- Consequential to higher priority project;
- Has key dependencies for delivery;
- No identified funding source; and
- Still at a conceptual or feasibility stage.

The adjacent plan illustrates the indicative location projects listed in

the delivery plan table. A number of projects (numbers 1, 7, 14, 18, 19, 22, 23, 24, 25, 26, and 27) do not have specific geographic locations or apply to a series of different sites and these are not included on the plan.

AI.4 Monitoring

The SPD will be monitored using two methods. The London Borough of Bexley and Greenwich Council will work in partnership to review the implementation of the projects in the project table, updating the table as necessary.

The boroughs will also monitor the significant effect indicators highlighted in the SA.



Plan illustrating indicative location of Delivery Plan projects (see section 7.3 for overview)

Project name	Phasing			Key details	Partners [Project lead in bold]	References to SPD guidance
	Short term	Medium term	Long term			
PROJECT UNDERWAY OR FUNDED						
1.Thamesmead and Abbey Wood SPD				Planning and design guidance Final SPD completed	LBB, LBG DfL, EA, LDA, CLG	All guidance principles
2.Tamesis Point				Tamesis Point has an outline planning consent and is subject to guidance in an adopted SPG	Tilfen Land LBG (planning authority)	OA9;TSDI -4;TE4;TRI;TTI, 3, 6, 7, 8, 9; TCI, 2, 4;TNI, 2, 3;TCLI;TG2, 3.
3.Veridion Park				New employment floorspace - currently being implemented and marketed	LBB Tilfen Land LDA	TEm3
4.White Hart Triangle				New employment floorspace - currently being implemented and marketed	LBG Tilfen Land LDA	TEm3
5.Tripcock Park				Designated open space in LBG UDP and identified for delivery through Tamesis Point s.106	LBG Tilfen Land	TEI, 2
6. East London River Crossings				See TT3 for further details	N/a	TT3
8.Tavy Bridge				Phased renewal of Tavy Bridge neighbourhood - underway.	GHA LBB, CLG	TNI
9. Crossrail to Abbey Wood				Commitment to funding confirmed in October 2007	Central Government TfL, LBB, LBG	TT5
10.Belmarsh expansion				Extension of Belmarsh is subject to a detailed planning consent	Prison Service LBG	TSDI
11. Discovery School				New primary school and other community facilities - now open	Discovery School LBG, Trust Thamesmead LEA	TEm3,TC4

Project name	Phasing			Key details	Partners [Project lead in bold]	References to SPD guidance
	Short term	Medium term	Long term			
JOINT BOROUGH						
12.Abbey Wood Development Framework				LBG / LBB are advancing a study to investigate the impact of Crossrail on Abbey Wood	LBB , LBG LDA,TfL, Crossrail, DfL, GHA	OA2;TSD1, 2, 3, 4;TR2,TT1, 2, 7, 8; TC4;TEm2,TG2
13. Ridgeway				Detailed scoping / feasibility study is required to develop proposals for the Ridgeway.	LBB, LBG DfL,Thames Water, GHA	OA3;TSD1, 3;TE1, 2, 3;TG2
14. Green Grid (referred to as ‘Parklands’ for individual projects below)				Draft Area Frameworks have been produced for East London Green Grid area 5 and area 6	DfL, GLA (strategic lead) See Green Grid projects	TE2
15. Street planting				Detailed feasibility study required to examine potential for street tree planting	LBB, LBG, GHA, DfL	TE6
16.Thames Path				Series of public realm enhancements - design development required	LBB, LBG Environment Agency	TT7, 9
17. Riverbus				Potential extension of the Riverbus service requires a more detailed feasibility study	LBG, LBB, Thames Clippers, PLA, EA, TfL, GLA	TT6
18. DLR extension				Detailed feasibility work is required to investigate the extension of DLR services to Thamesmead	LBB, LBG, TfL, DLR	TT4
19.Thamesmead Area Cycling Improvements Scheme				Funding is in place for initial feasibility studies for cycling enhancements	LBG, LBB TfL	TT7
20. New surface level footways in Thamesmead area				Funding in place for new surface level footways	LBG TfL	TT7
21.The Arches				Detailed design / feasibility of Southern Arches & planning /design of Northern Arches underway	Trust Thamesmead BTG Connexions, LBG, LBB cAve, Archway Project, GHA	OA5;TSD1, 3;TC1, 2, 4;TEm1;TCL1; TG2
22.Youth Awareness Project				Outreach and involvement through music and education - project underway	In-Volve LBB, LBG	TC4;TEm1

Project name	Phasing			Key details	Partners	References to SPD guidance
	Short term	Medium term	Long term		[Project lead in bold]	
JOINT BOROUGH						
23. Urban farm				Urban farm project is at a conceptual stage and requires more detailed scoping / feasibility	Trust Thamesmead, LBB, LBG , GHA	OA8;TSD1, 3;TE1, 3;TT7;TEml;TCL1;TG2
24. Policing Thamesmead				Integrated study in relation to policing in Thamesmead and Abbey Wood	Metropolitan Police LBG, LBB, Trust Thamesmead GHA, Tilfen Land	TC5
25. Training and education				Initiatives established and on-going. Future provision requires a specific joined-up approach	GLLaB, GRETA, Resources Plus, Building Futures, Trust Thamesmead, LDA, LBG, LBB	TEml
26. Early years				Project will enable a coordinated approach which responds to the specific provision issues	LBG, LBB, Trust Thamesmead	TC1
27. Social infrastructure				Research underway - project will assist in the production of a coordinated strategy	LBG, LBB Trust Thamesmead Gallions Housing Association	TC6
27b. Thamesmead Canals				Feasibility study for environmental improvements to canals in Thamesmead	EA , LBG, LBB, GHA, Trust Thamesmead	TE4

Project name	Phasing			Key details	Partners [Project lead in bold]	References to SPD guidance
	Short term	Medium term	Long term			
LONDON BOROUGH OF BEXLEY						
28. Parkview Regeneration				GHA and Trust Thamesmead are working with LBB on a joined up regeneration project	Trust Thamesmead, GHA , LBB Emmanuel Church	OA6;TSD I, 3;TT7;TC2,4, 6;TEml;;TG2
29. Sporting Club Thamesmead				Sporting Club Thamesmead has received planning consent - funding gap remains	Trust Thamesmead TTFC, Football Foundation, LBB	TC2
30. Parklands - Erith Marshes				Feasibility study has been undertaken - this project focuses on implementation (2009/10 to 2010/11)	LBB Thames Water, LWT, GHA, Tilfen Land	TE2, 3
31. Parklands - Lesnes Abbey				Scoping and feasibility work has been completed - which will form the basis of bids to funders	LBB	TCL1
32. Parklands - Eastern Way				Feasibility study complete - project will be implemented in 2010/11	LBB, DFL, CLG	TE2, 3
33. Parklands - Southmere Park linkages				New signage and enhanced access to be implemented in 2009/10 to 2010/11	LBB , GHA, SEL Green Chain	TE1, 2, 3
35. Improved access to Thamesmead town centre from Southern Arches				Designed and implemented 2010/11	LBB, Trust Thamesmead, LBG	OA5, TE2, TT7
36. Parklands - links to Abbey Wood				Project will be implemented 2010/11	LBB	TE2, 3; TT7
37. North Bexley Transit				Initial feasibility has been undertaken - project would develop the proposals	TfL, LBB	TT2
38. Crossness				Transforming a heritage site as a visitor attraction and educational resource	Beam Engines Trust, LBB Lottery, CLG, Thames Water Tilfen Land	TC6

Project name	Phasing			Key details	Partners	References to SPD guidance
	Short term	Medium term	Long term		[Project lead in bold]	
LONDON BOROUGH OF GREENWICH						
39. Birchmere Pavilion				Initial study is required to establish the feasibility of the redevelopment of Birchmere Pavilion	LBG, GHA Trust Thamesmead	TSD1, 3;TEI
40.Thamesmead town centre masterplan				Detailed masterplan will be required to consider opportunities	Tilfen Land LBG,Trust Thamesmead, CLG	OA1;TSD1, 2, 3, 5;TR1;TT1, 6, 7, 9, 10;TC1, 2, 3, 4, 5, 6;TN2, 3;TG2
41. Broadwater Dock				Site benefits from a planning consent but is yet to be implemented	Tilfen Land LBG	TSD1, 3
42. Pettman Crescent				Detailed designs for safer, improved environment underway	LBG ,Tilfen Land TfL, London Buses	OA7;TSD1, 2, 3;TR3;TT7, 8;TC3;TG2
44.Tamesis Eco play park				Project is at an early conceptual stage.	Trust Thamesmead LBG,Tilfen Land	TEI
45. Cross River Park				Feasibility study for CRP is complete - detailed feasibilities for individual projects required	Design for London Others TBC	TE1, 2, 4;TG2
46.Tump 53				Study required to establish feasibility of Tump as an ecological / educational asset	GHA	TSD5;TE3;TEm1
47. Ridgeway and links to Eastern Way / Plumstead links				Landscape strategy and masterplan is underway	LBB, LBG, DfL	See #13
48. Gallions Hill				Gallions Hill project is at a scoping stage and will comprise the development of a detailed design	GHA,Tilfen Land	TEI
49.Anaerobic digestor				Delivery of a new sustainable waste facility for Thamesmead	LBG Tilfen Land Private sector partner	TSD1

Project name	Phasing			Key details	Partners [Project lead in bold]	References to SPD guidance
	Short term	Medium term	Long term			
LONDON BOROUGH OF GREENWICH						
51.The Moorings				Priority housing renewal project	GHA Trust Thamesmead, LBG, LBB, CLG	OA4;TSD I, 2, 3, 4;TE4, 6;TR4;TT7 TCI, 2, 3, 4, 5, 6;TNI, 2, 3, 4;TGI, 2
52. Hawksmore Primary School				Rebuilding of Hawksmore Primary School	LBG	TCI
7. Greenwich Waterfront Infrastructure Improvements				See TTI for further details	LBG	TTI

Annex 2 Planning policy context

A2.1 National planning policy guidance

Thamesmead and Abbey Wood is strategically situated within the Thames Gateway. This section identifies the key national policies which govern the area.

The Department for Communities and Local Government (formerly the Office of the Deputy Prime Minister) published 'Sustainable Communities - Building for the Future' in February 2003, which sets out the long term programme for delivering sustainable communities in urban and rural areas. The aim is to identify practical steps to establish communities that:

- Are prosperous;
- Have decent homes for sale or rent at a price that people can afford;
- Safeguard green and open space;
- Enjoy a well-designed, accessible, pleasant living and working environment; and
- Are effectively and fairly governed with a strong sense of community.

The plan to establish sustainable communities in London aims to accommodate growth and to alleviate poverty and deprivation by

providing more and better designed and affordable homes, improving public transport and other vital infrastructure, raising education standards and skills levels across the capital, tackling crime, anti-social behaviour and the fear of crime. These objectives are supported by the Planning Policy Statements which provide overarching guidance for planning and development.

Planning Policy Statement 1 (PPS1): Sustainable Communities sets out the government's vision for new development and regeneration. It seeks high quality design, which is accessible to all and which reinforces the unique character of its location. It stipulates that development should aim to utilise sustainable materials in new development wherever possible in terms of the mode of construction employed, the proposed use pattern and the relationship with local transport networks.

Planning Policy Statement 1a (PPS1a): Planning for Climate Change outlines the importance of mitigation and adaptation to climate change within the planning process.

Other key guidance notes which are relevant to Thamesmead include:

Planning Policy Statement 3 (PPS3): Housing which places great emphasis on the provision of new residential development on previously developed land, delivery of affordable homes, infrastructure and environmental sustainability, and the reduction of car dependency by focussing new development in the most accessible locations.

Planning Policy Guidance 4 (PPG4): Industrial, commercial development and small firms encourages continued economic development in a way which is compatible with environmental objectives.

Planning Policy Statement 6 (PPS6): Planning for Town Centres outlines key objectives in facilitating and promoting sustainable and inclusive patterns of development and in promoting the vitality and viability of town centres.

Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation sets out planning policies on protection of biodiversity and geological conservation through the planning system. PPS9 encourages plan policies to maintain, and enhance, restore or add to biodiversity and

geological conservation interests. It also places an emphasis on taking a strategic approach to the conservation, enhancement and restoration of biodiversity and geology, and recognises the contributions that sites, areas and features, both individually and in combination, make to conserving these resources.

Planning Policy Statement 10 (PPS10): Sustainable Waste Management defines a context for the development of appropriate strategies for growth, regeneration and the prudent use of resources and promotes the identification of new waste management facilities within Local Development Documents.

Planning Policy Guidance Note 13 (PPG13): Transport seeks to promote increased use of sustainable transport options, such as walking, cycling and public transport. PPG13 also promotes the use of the river for the sustainable movement of people and freight.

Planning Policy Guidance 15 (PPG15): Planning and the historic environment provides a full statement of Government policies for the identification and protection of historic buildings,

conservation areas, and other elements of the historic environment.

Planning Policy Guidance 16: (PPG16): Archaeology and Planning: PPG16 sets out national policy regarding the preservation and recording of archaeological remains in England. PPG16 aims to reconcile the needs of development with the interests of conservation and to ensure informed judgements at the point of planning application. The document explains the importance of archaeological remains as a finite resource, as evidence of the past, and as part of our national identity.

Planning Policy Guidance (PPG17): Planning for Open Space, Sport and Recreation provides guidance which seeks to support urban renaissance, social inclusion and community cohesion, health and well-being and sustainable development.

Planning Policy Statements 22, 23 (PPG22, PPG23) provide guidance in relation to renewable energy and pollution control.

Planning Policy Statement 25 (PPS25): Development and Flood Risk sets out Government policy on development and flood risk. It aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development

in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. In circumstances where it is not possible for development to be located in zones of lower probability of flooding, PPS25 makes provision for the application of an Exception Test which provides a method of managing flood risk while still allowing necessary development to occur.

A2.2 Regional and sub-regional guidance

The London Thames Gateway is the area of east London to the north and south of the Thames from the City of London to London's eastern most boroughs of Havering and Bexley, with the Thames Estuary. The Thames Gateway's strategic geographic location as a gateway both to London and Europe provides the area with a wealth of opportunities for sustainable regeneration.

The Thames Gateway sub-region is currently home to 500,000 people and includes over 100,000 hectares of land which holds the key to supporting London and the South East's future expansion. The East

London Sub-Regional Development Framework states that 'by 2020 the London Thames Gateway will be a new kind of exemplary, sustainable world class urban quarter, beacon of international best practice'.

The Thames Gateway Interim Plan comprises a Policy Framework and Development Prospectus which informed the preparation of the Thames Gateway Delivery Plan which was prepared by the Thames Gateway Strategic Partnership and published by Communities and Local Government in 2007. The plan identifies the capacity to provide up to 160,000 well designed sustainable homes in mixed communities on brownfield sites and in town centres within the area. Economically, employment in the already established international financial and business centre, Canary Wharf, is expected to grow by 38,000 employees by 2016. Significant economic growth is also proposed in business services in locations such as Stratford City and on the Greenwich Peninsula. Redevelopment of town centres is highlighted as a key proposal in the Thames Gateway Development Prospectus and significant investments are planned to improve housing, commercial, tourism, leisure and cultural amenities in the area.

Environmental opportunities through

schemes such as the creation of the Thames Gateway Parklands as well as Community policies improving public services and support are key to driving the growth and regeneration of the London Thames Gateway area. The government has also attached priority to the development of the Thames Gateway as an ecoregion.

Detailed planning guidance is provided in the consolidated London Plan (2008) including broad targets in relation to housing and design guidance. Investing in transport infrastructure has been identified as fundamental to unlocking regeneration opportunities in the Thames Gateway.

The Channel Tunnel Rail Link station at Stratford will open the area to continental Europe and establish it as a European Gateway. Crossrail will provide a fast and direct link to Heathrow Airport and is recognised as key to ensuring that employment and sustainable housing developments will continue. The SPD area will benefit from Crossrail stations at Woolwich Arsenal and Abbey Wood. Along with this, Jubilee Line enhancements and extensions to the Docklands Light Railway will also improve accessibility and pedestrian movement with the 2012 Olympic Games acting as a catalyst to developing extensive transport infrastructure as well as boosting

developer confidence.

Housing is a key strategy within the Thames Gateway and the London Plan proposes that over the next two decades almost half of the capital's new homes will be built in the area.

The Thamesmead and Abbey Wood SPD supplements the adopted policies in the London Plan in a number of areas including nature conservation, green grid and the blue ribbon network as well as guidance in relation to housing and economic development. The SPD specifically supplements London Plan policies 5D.1 and 5D.2 which outline the strategic priorities for South East London and identify broad guidance for Opportunity Areas in the sub-region. Thamesmead is identified as part of the Woolwich, Thamesmead & Charlton Riverside East Opportunity Area which is set an indicative capacity targets of 9,000 jobs and a minimum of 15,000 homes between 2001 and 2026.

Paragraph 5.117 of the London Plan provides the following guidance for the Thamesmead aspect of the Opportunity Area:

"A large potential development area with an attractive riverside setting lies to the west of Thamesmead centre and the central lake. The development of this area represents a strategic housing opportunity that should

provide new community and recreation facilities together with improved open space and Metropolitan Open Land. Development should be phased to accommodate the Thames Gateway river crossing approach road which will open up access to employment opportunities north of the river. The residential environment and capacity of Thamesmead should also be enhanced through estate renewal... The planning framework should also take account of the scope to improve and expand employment capacity in the White Hart Triangle and other industrial sites, including logistics provision."

Please refer to the London Plan for detailed policy references, allocations and proposals. The Mayor is currently updating the London Plan which is targeted for consultation in Autumn 2009 and adoption in 2011/2012.

A key regional initiative underway by the Environment Agency is the Thames Estuary 2100 plan (TE2100). TE2100 was established in 2002 with the aim of developing a long-term tidal flood risk management plan for London and the Thames estuary. The purpose of the project is to develop an adaptable long term plan in the context of a changing estuary in relation to the shifting climate and property issues in the floodplain.

The Environment Agency undertook consultation on the TE2100 flood



risk management plan in 2009. The report describes the actions that are needed in the short (2010-2035) medium (2035-2070) and long term (2070-2100) to manage flood risk, and who will undertake them. It also identifies potential sites where intertidal habitat (saltmarsh and mudflat) could be created to replace habitats that are being lost due to rising sea levels.

A2.3 Local policy guidance

London Borough of Bexley Unitary Development Plan

Following the guidance in the Planning and Compulsory Purchase Act (2004), the Bexley UDP (2004) was saved for three years from the commencement of the Act. A further application was made to extend a number of policies to cover the transitional phase associated with the preparation of the Local Development Framework. 210 UDP policies have been retained and 61 have expired as of 28 September 2007.

The following review provides an overview of the current scope of local planning policy and associated objectives for the main policy themes of relevance to Thamesmead. Please refer to the UDP for detailed policy references, allocations and proposals for policies outlined below, and other saved policies which may be of

relevance.

In addition, reference should be made to the following adopted SPD documents as appropriate:

- Affordable Housing SPD (2006);
- Planning Obligations Guidance SPD (2008);
- Sustainable Design & Construction Guide SPD (2007); and
- Design for Living, Bexley's Residential Design Guide SPD (2006).

Environment

Key UDP policies:

G26, G27
ENV15, ENV16, ENV17, ENV18,
ENV19, ENV20, ENV23, ENV24,
ENV26
COM1, COM2
TS13 - TS15

Metropolitan Open Land

The Council will protect and seek to enhance all land identified as Metropolitan Open Land. There will be a strong presumption against permitting development other than that which accords with the following uses:

- Agriculture and forestry;
- Predominantly open air recreation;
- Nature conservation;
- Educational and institutional uses in extensive grounds;

- Cemeteries; or
- Other uses which would maintain the open character or visual amenities of Metropolitan Open Land.

Boundary of South East London Green Chain

The Council will protect land that forms part of the South East London Green Chain and promote it as a recreational resource and visual amenity in conjunction with other parts of the Green Chain in south east London.

Urban Open Space

The Council will seek to avoid the loss of any public or privately owned open land, including water, trees and woodland, that:

- Fulfills a recreational, amenity or nature conservation function; or
- Is capable of satisfying an identifiable need for a suitable alternative use that would retain the generally open or wooded appearance of the land; or
- Is otherwise an important visual amenity to the area.

Educational Buildings and Playing Fields

The Council will normally retain in educational use land designated as school buildings and playing fields, where there is a recognised need

for such facilities in an area. In the event of land becoming surplus to educational requirements, the following criteria will be used as an assessment:

- The need to relieve any deficiencies in the provision of public open space within the area;
- Requirements for its use during the plan period for open air recreation, leisure or sport or other appropriate use of open land should be considered and land safeguarded where a need is identified;
- The need to meet other land use requirements during the plan period in accordance with policies in the plan subject to the need to maintain and enhance the high quality of the environment;
- The significance of the land in providing attractive breaks in the built up area; and
- The need to preserve distinctive landscape features of the open land, such as mature trees and woodland, as part of any development of the site;
- Provided the future use does not conflict with policies in this plan for the Metropolitan Green Belt or Metropolitan Open Land or any other relevant policy.

Allotments

The Council will keep under review the demand for and supply of allotments and rationalise the use of sites where there is a continuing lack of demand or replace them in more suitable locations. In the event of land becoming surplus to requirements as allotments, the Council will assess proposals for its alternative use against the criteria set out in Educational Building and Playing Fields when making planning decisions on the future use of that land.

Area of Metropolitan Importance for Nature Conservation

The Council will resist development, including changes of use, which would damage or destroy habitats in any statutory local nature reserve.

Site of Borough Importance for Nature Conservation

In the Sites of Borough Importance for Nature Conservation the Council will have particular regard to the effects of development on wildlife habitats, or the need to protect rare species. Planning permission may be refused if development is likely to cause the loss of a valuable habitat or conditions will be used, where appropriate, to protect, enhance, create or restore habitats.

Site of Local Importance for Nature Conservation

In Sites of Local Importance for Nature Conservation the Council will have regard to the effects of development on wildlife habitats. Conditions may be used, where appropriate, to protect, enhance, create or restore habitats.

Site of Special Scientific Interest

Development will not be permitted within Sites of Special Scientific Interest and which may be notified from time to time by English Nature, unless it can be shown that there would be no damage to scientific or nature conservation interests. Development of land adjoining SSSI will also be resisted unless it can be shown that there would be no damage to scientific or nature conservation interests.

Housing

Key UDP policies: G15, H3

Primary Residential Use

Residential development and other development in primarily residential areas should be compatible with the character or appearance of the area in which it is located and the following criteria should all be satisfied:

- The layout, scale and massing, elevational treatment, and

materials of building should be compatible with the local character or appearance;

- The spaces around buildings (including roads) and their hard and soft landscaping and plot separations should be compatible with the local character or appearance and fulfil clear and useful functions;
- The development should pay special regard to the setting of any listed buildings or the character and appearance of a Conservation Area where appropriate; and
- Where appropriate, landscape and nature conservation features of interest, such as trees, hedgerows and ponds, should be preserved.

Residential development will not normally be permitted in locations which are, or are expected to become, subject to excessive noise. Reference should also be made to the adopted SPDs identified above.

Retail

Key UDP policies: G11, SHO6 - SHO9

Neighbourhood Centres

Within the Neighbourhood Centres defined on the Proposals Map and listed in Appendix G of the UDP and listed in further detail on the Council's website, proposals for non-retail uses at ground floor level will

be determined in accordance with the considerations and criteria set out in Policy SHO5. Neighbourhood centres in the SPD area are Lime Row, Tavy Bridge and Wilton Road.

Movement

Key UDP policies:

G17, G18, G21
ENV26
T6, T14
TAL8-10

London Distributor Road and Borough Distributor Road

The Council will normally refuse any development proposals that would either cause local traffic flows to rise above the design flow for a road or would generate additional traffic on a road on which flows are already considered to exceed design flow, unless:

- Either the affected road is included in an improvement programme that would increase the design flows to a level capable of accepting increased demands from the base flow and the development or the applicant is prepared and in a position to undertake un-programmed road improvements, including traffic management and environmental measures, to increase the design flow capacity of relevant highway links to a level capable of safely accommodating

increased demands from the development; and

- There are no environmental, or other planning or road traffic objections to such highway improvements taking place.

Existing and Proposed Cycle Network

The Council will take account of the needs of cyclists in the design of highway and traffic management schemes and support the development of both strategic and local cycle networks to provide safe, convenient routes both within the borough and linking with routes in adjacent boroughs and districts. The Council will seek to provide for and promote cycling in development proposals by requiring as appropriate:

- The provision of safe and attractive cycle routes both within major developments and linking to existing or planned cycle networks;
- The provision of convenient and secure cycle parking in accordance with the cycle parking standards set out in the UDP.

Existing and Proposed Recreational Paths

The Council will seek to enhance the value of linear routes in the borough, such as railways, riverside footpaths, Strategic Roads and the Green Chain Walk, for nature

conservation, amenity or landscape interest. There will be a presumption against the closure or diversion of public footpaths unless equivalent or improved alternative provision is to be made.

Community leisure facilities and attractions

Key UDP policies:

G3-5, G9
ENV20-25, ENV42, ENV60
TAL 1-22 (not TAL3, 13, 14 and 21)
COM1-7

The Council seeks to encourage a high standard of provision in relation to community leisure facilities and attractions in Bexley. This covers a wide range of facilities and amenities including heritage assets, open spaces, sites of nature conservation importance, leisure facilities, education and childcare provision. The Council requires facilities to be accessible to all sections of the community and to enhance equal opportunities.

Employment

Key UDP policies: G14, E3, E15, TS1

There is one Primary Employment Area within the SPD area, which is Veridion Park, located in the Belvedere Industrial Area.

Site designations

Sites of nature conservation importance (Metropolitan)

- The River Thames (M031)
- Erith Marshes (Crossness) (M041)

Sites of nature conservation importance (Borough)

- Crossness (Bx.B1(1))
- Southmere Park (Bx.B11(2))

Sites of nature conservation importance (local)

- Crossway Park and Tump 52 (Bx.L7)

Grade I listed buildings

- Crossness Pumping Station -beam engine house

Grade II listed buildings

- Crossness Pumping Station -workshop range to southeast of main engine house
- Crossness Pumping Station -workshop range to southwest of main engine house

Locally listed buildings

- The Harrow Inn, 500 Abbey Road
- Storm water pumping house at Crossness Sewage Treatment Works, Belvedere Road

Conservation Areas

- Crossness, Belvedere (Designated 26 Feb 1997)

Area of Archaeological Search

- Area along River Thames as shown on the Bexley UDP Proposals Map

Wider context

Although Lesnes Abbey is not situated within the SPD boundary, it is a significant site benefitting from a series of important policy designations. Lesnes Abbey is identified as a Scheduled Ancient Monument. In addition, all of Lesnes Abbey Woods holds the Metropolitan SINC designation, and additionally there is a designated Site of Special Scientific Interest (SSSI) within Lesnes Abbey Woods.

Greenwich Council Unitary Development Plan (2006)

The Greenwich UDP policies were automatically saved for three years from adoption. The saved policies expired on 19 July 2009 and Government Office for London has issued a direction to extend the life of some of the Greenwich UDP policies and site proposals.

Retail

Town Centre Boundary

To support the borough's town centre hierarchy of Major, District and Local Centres, and its network of Neighbourhood Parades, as set out below:

- Woolwich and Eltham are designated **Major Centres**, and the borough's largest and second largest shopping and office employment centres respectively. They are preferred locations for larger scale development in retail, leisure and other town centre uses.
- Six **District Centres** offer a significant range of both comparison shopping and a supermarket or range of food shops. They are appropriate locations for a variety of town centre uses scaled to serve the population of their sub-region without harming the vitality and

viability of Woolwich or Eltham. Thamesmead town centre is designated as a district centre and is currently being assessed as part of a joint town centres retail study between undertaken by the London Boroughs of Greenwich and Bexley.

- Seven **Local Centres** offer a moderate range of shopping and service activities, usually including a small supermarket, and are suitable locations for appropriately scaled town centre uses to serve their local catchment. A new Local Centre will be developed by Kidbrooke Station, as part of the Kidbrooke Development Area.
- 32 **Neighbourhood Parades** complement the formal retail hierarchy and typically have fewer than 20 shops offering basic convenience goods and services within walking distance. Retail developments will be subject to need and sequential testing. Provision of a minimum range of retailing and services will be safeguarded.

Core Shopping Frontage

The Council will seek to protect the overall viability of town centres by designating Core (Primary) and Fringe (Secondary) Shopping Frontages in major and district centres, and by designating local



centres in their entirety as Local Shopping Frontage. At ground floor level a minimum of 70% of Core Frontage, and 50% of Fringe and Local Frontage, should be available for A1 retail use.

Fringe Shopping Frontage

The Council will support the provision of a range of activity generating non-retail uses in town centres, including evening activities where environmentally appropriate, subject to the ground floor retail thresholds set out in Policy TC17. Non-retail proposals:

- Should directly serve visiting members of the public, generate and not impede pedestrian activity, and keep the shopping frontage active and viable;
- Should include the installation and retention of a display window of good design;
- Must not result in the loss of an occupied A1 retail unit where reasonable alternative premises are available elsewhere in that centre;
- Will not be permitted if as a result breaks between occupied A1 premises exceed two units in core frontages or three in fringe or local frontages; and
- Will not be permitted if as a result either the Use Class category

proposed or the combined total of A3, A4 and A5 uses would occupy more than 25% of all designated frontage premises within that centre.

Neighbourhood Parade

In considering proposals for Neighbourhood Parades and freestanding neighbourhood shops the Council will seek to safeguard existing A1 retail uses and the provision of a minimum range of essential local facilities including a general grocer, newsagent, post office, chemist, doctor and dentist. Change of use in any such facility will be opposed if it would result in the loss without replacement of a valued local service, or its loss would place the surrounding area more than 400 metres from the nearest alternative.

Employment

Defined Industrial Area

Defined Industrial Areas are particularly suited and safeguarded for activities within Use Classes B1, B2 and B8, although office developments unless ancillary will be limited to locations with good public transport accessibility. Other uses will not be permitted unless they are:

- 'Sui Generis' uses that are industrial in character.
- Local service uses to predominantly serve businesses

and employees within walking distance.

Greenwich Waterfront

Policy W4 states that the Council supports "the ongoing development of Thamesmead to form a distinctive, accessible and mixed community with a good quality of life and environment, a balanced range of facilities to serve the local community, public open space and a mix of dwellings including affordable housing."

Environment

Metropolitan Open Land

Proposals for redevelopment, extension or change of use of existing built development within Metropolitan Open Land whose primary function is not ancillary to the use of adjoining open land will be controlled according to the following criteria:

- The design, scale, massing, siting and landscaping of the proposal should relate sensitively to other buildings on the site, to those on adjoining sites and to the character of the surrounding open land. The proposal should not be visually intrusive and should have minimal impact upon the open nature of the area.
- The proposal should not be within a defined site of nature

conservation importance nor prejudice the ecological or amenity significance of the area.

- The proposal should not have any adverse effects on neighbouring residential areas and should not result in an unacceptable level of noise or other disturbance.
- The proposal must not result in the enlargement or creation of an area of public open space deficiency.
- The proposal shall not result in an overall reduction of the provision of playing fields or sports pitches and associated facilities in the borough.
- The proposal shall not result in a significant increase in vehicular traffic to the site and any provision for parking shall not dominate or fragment the site.
- Any replacement buildings should not exceed the ground floor area or height of those existing on the site.
- There will be a presumption against extensions to existing buildings unless it can be demonstrated that any such development would be modest in scale and not be visually intrusive or have any adverse effect on the character of the surrounding Metropolitan Open Land.
- All proposals shall be landscaped

and introduce diversity to the wildlife interest of the site. Existing trees of significance should be protected and replacement trees provided.

Community Open Space

Public and private open space areas defined as Community Open Space will be safeguarded from built development. New buildings and extensions to existing buildings will only be permitted where they are ancillary to the existing land use, are limited in size and extent, sensitively sited, and are compatible with neighbouring development. Changes of use of existing buildings in ancillary use will be considered in the light of Policy O1. Where existing built development within parks and public open spaces becomes surplus to demand, the Council may allow the sites to be redeveloped for specialist sporting development (which combine the use of outdoor and indoor space), subject to the criteria set out in Policy O1.

Site of Nature Conservation Importance

These Sites include Sites of Special Scientific Interest (SSSI) and sites declared as Local Nature Reserves (LNR). There will be a presumption against the development of these sites: the level of protection accorded to a site will be commensurate

with its designation. Conservation and enhancement of important scientific features will be sought by appropriate management.

Movement

London Distributor Road

London distributor roads are those which:

Link strategic roads, strategic centres, and function as main bus routes. However, environmental considerations will still dictate their size, the design of junctions and the amount of traffic they should carry.

Local distribution and access roads are those which are used by traffic passing through a particular area, as well as providing access to land, and buildings in the immediate vicinity. Traffic here must not overwhelm the character of an area.

Thames Crossing Safeguard Area

The Council supports the following road schemes, for which lands will be safeguarded including the Thames Gateway Bridge with a dedicated public transport corridor (for use only by public transport vehicles such as buses, trams, transit vehicles - specific system to be determined),

Safeguarded Proposed Crossrail Route

The Council supports the following rail schemes which it will pursue with the relevant agencies:

- DLR Extension to Woolwich (now open, see proposals map/site schedule m4);
- Crossrail Project ;
- Orbital Rail Services between Abbey Wood and Victoria Station; and
- Capacity improvements for passengers on rail lines through and at interchanges in the borough.

Riverbus Site

The Council will safeguard land and otherwise support the introduction of public transport services on the river, particularly between Central London, Greenwich, the Waterfront, Woolwich and Thamesmead.

Cycle Route

Cycling will be promoted in the borough. The borough will press relevant agencies to maintain/provide free cycle carriage on rail/riverbus, and cycle use of bus lanes will be promoted. The needs of cyclists will be particularly pursued in all new development, road and traffic management schemes by:

- Freeing cyclists from the restrictions of existing and

proposed traffic management schemes, as appropriate.

- Providing cycle routes in accordance with the London Cycle Network (LCN), Thames Cycle Route and evolving local network (see Map 11). Where possible these will be physically segregated from other road users. The use of footpaths in general, the riverside walk and the Green Chain will be examined in this context, as will their provision in association with new development and road schemes. Other physical provision, such as improved junction design will also be implemented where possible and required. In particular, safe cycle routes to schools will also be implemented.
- Providing cycle parking facilities, particularly in conjunction with major traffic attractors/generators and new developments. These should be sufficient in number, safe and in well-lit areas.
- Provision for secure cycle parking and other cyclists needs will be a condition on planning permissions for major new developments, (See Table M1), and developer contributions to cycle provision/networks will also be sought as appropriate in line with Policy SC2.

Established/New/Improved

Riverside Walk

The existing riverside footpath will be safeguarded and improved so that a continuous signposted walk from Deptford to Thamesmead is created. Development proposals for riverside sites will be required to incorporate provision for a riverside walkway along the river frontage or contribute to improvements where the existing footpath needs it. The Council will examine the potential to extend the riverside footpath along Deptford Creek. Amenity open space areas will be created at strategic locations en route and the possibility of creating open-air performance areas will be pursued with developers where appropriate. Footpaths and associated areas should be safe to use and accessible to all.

Thames Policy Area

The Council will seek a high quality of design respecting the special character of the River Thames within the Thames Policy Area. Proposals within the Area will be expected to satisfy the development principles under Policy W2:

- Area of Special Character of Metropolitan Importance;
- Have regard to adopted Council planning briefs, design guides and urban design guidelines including major development requirement

for a Design Statement;

- Develop and enhance the area's links with the river, and contribute to the completion of a continuous public riverside footpath and cycleway from Deptford to Thamesmead (Policy O16);
- Incorporate sustainable modes of passenger, freight and tourist transport as appropriate (see Policy M7);
- Assist the improvement and regeneration of existing built up areas, providing new uses for old buildings; and
- Protect and enhance the river and its foreshore for wildlife and nature conservation, avoid unnecessary encroachment and contribute positively to the improvement of the local environment.

Site proposals

Community needs and services

- Community / civic site, Thamesmere Drive (cb3)
- Tripcock Park school site (cb4)

Jobs

- White Hart Triangle (j1)
- Land at Central Way, Nathan Way, Purland Road, east of Belmarsh Prison (j13)
- Site fronting Nathan Way (j14)
- 4-40 Nathan Way (j15)

- Site to the east of Plumstead Bus Garage (j16)

Housing

- Site west of offices, Harrow Manor Way (hi); and
- Land adjacent Broadwater Dock (h8).

Open spaces

- Tripcock Park West (o15);
- Tripcock Park East (o16);
- Riverside Walk, Area 4 & 6 North (o17);
- Riverside Walk, adjacent to Tripcock Park, Areas 6/7 (o18); and
- Canal system, Area 6 (o19).

Movement

- Crossrail (m5);
- Riverbus – Thamesmead (m8);
- Riverside Walk – cycling (m12); and
- Thames Gateway Bridge (m2).
- Mixed use
- Tamesis Point, Thamesmead (mu40)

Sites of nature conservation importance (Metropolitan)

- The River Thames and tidal tributaries (nc1)

Sites of nature conservation

importance (Borough, grade I)

- Tump 53 Nature Park (nc15);
- Birchmere (nc19);
- Thamesmead Historic Area and Wetlands (nc21);
- Twin Tumps and Thamesmere (nc22);
- The Ridgeway (nc27);
- Belmarsh ditches (nc29); and
- Gallions Reach Park (nc35).

Area of Archeological Potential

- Area of high potential (strip of land fronting River Thames - see Map 10, UDP).

Grade II listed building

- Council depot, White Hart Road



Annex 3 Evidence base and consultation

A3.1 Introduction

The purpose of this Annex is to provide a summary of the detailed evidence base which has informed the development of the Supplementary Planning Document. The key issues in Thamesmead are outlined, particularly in relation to the issue of need, across a series of different socio-economic domains (section A3.2) and how these needs are linked to and exacerbated by the physical form of Thamesmead and Abbey Wood (section A3.3). An overview of the key findings emerging from consultation is outlined in section A3.4.

Section A3.5 outlines the initiatives which are already underway to address these key issues, and also summarises the need for a comprehensive strategy to deliver the regeneration of Thamesmead.

A3.2 Issues and opportunities arising from baseline report and consultation

Deprivation

The Indices of Deprivation 2004 (ID 2004) combined seven distinct dimensions of deprivation into a single overall measure, known as the

Index of Multiple Deprivation (IMD). These domains are:

Crime, which measures the rate of recorded crime for four major crime themes - burglary, theft, criminal damage and violence - representing the occurrence of personal and material victimisation at a small area level;

Barriers to Housing and Services, which measures barriers to housing and key local services. Barriers refer to 'geographical barriers' and 'wider barriers' which includes issues such as housing affordability;

Education, skills and training, which identifies the extent of deprivation in education, skills and training in a local area in relation to lack of attainment among children and young people and lack of qualifications in terms of skills;

Employment, which measures employment deprivation by considering people of working age who are involuntarily excluded from the world of work, either through unemployment, ill health or family circumstances;

Health and disability, which identifies areas with relatively high

rates of people who die prematurely or whose quality of life is impaired by poor health or who are disabled, across the whole population;

Income, which captures the proportions of the population experiencing income deprivation in an area; and

Living environment, which focuses on deprivation in the living environment. It comprises the 'indoors' living environment which measures the quality of housing and the 'outdoors' living environment which contains two measures about air quality and road traffic accidents.

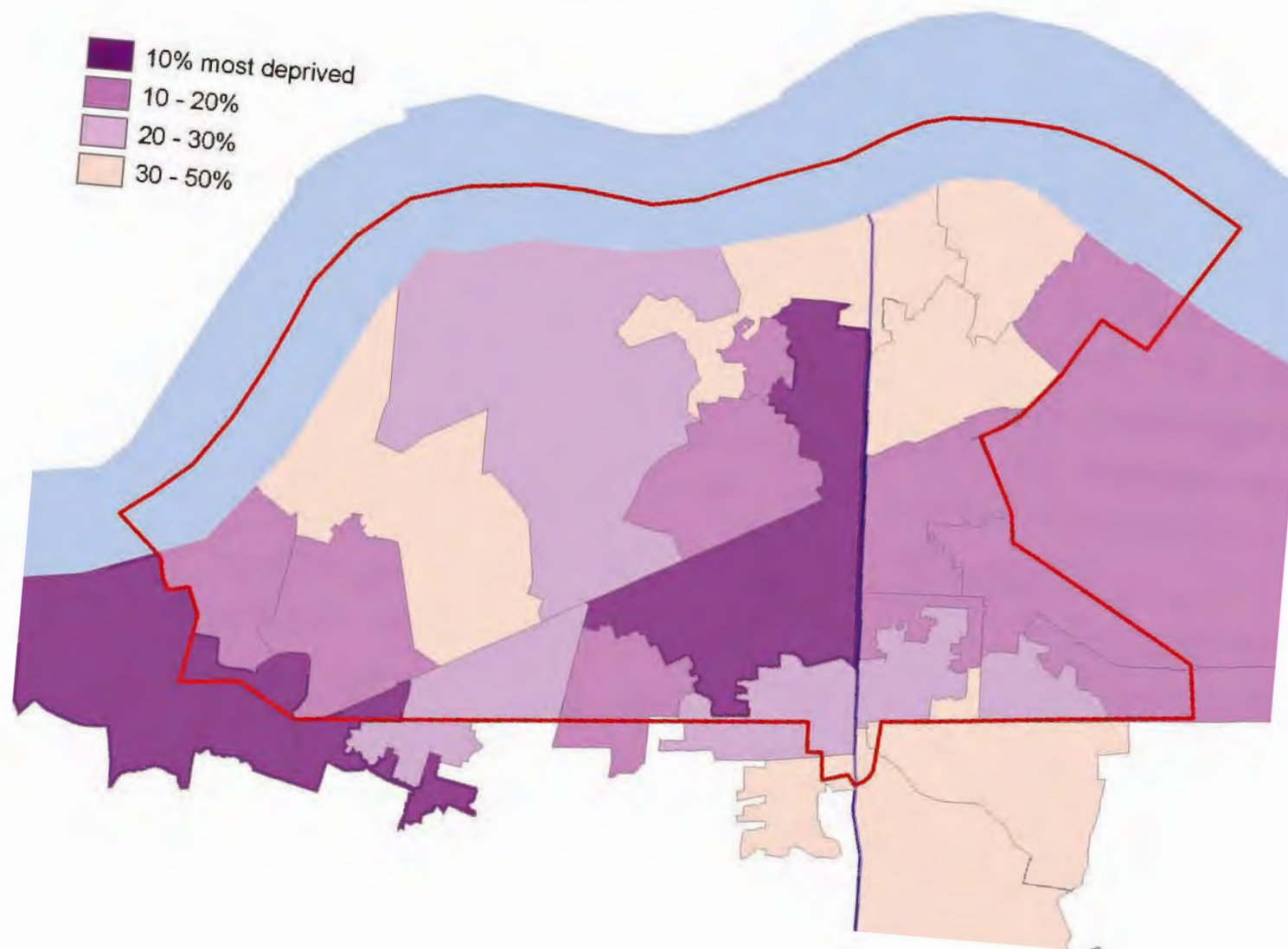
Index of Multiple Deprivation

The Indices of Deprivation 2007 are measured at the Lower Layer Super Output Area (LSOA) level, which enables a more subtle analysis of deprivation at sub-ward level. LSOAs are ranked, '1' being the most deprived out of 34,378 LSOAs in England and Wales. This enables data to be grouped to establish whether an LSOA is in the top 10% or 20% of most deprived in the country.

The following plan illustrates the key pockets of deprivation in Thamesmead. The whole of Thamesmead is within the 50% most

deprived LSOAs in England and Wales according to the Index of Multiple Deprivation. On the Greenwich side of Thamesmead, south western portion of the Broadwater area is within the 20% most deprived in the country. Gallions Urban Village is significantly less deprived. The Abbey Wood estate, to the south of the Ridgeway and west of Harrow Manorway is within the top 10% most deprived in the country. Parts of the Moorings and Manorway neighbourhoods are also within the top 10-20% most deprived. On the Bexley side of Thamesmead, IMD data indicates that the Southmere area (including the Tavy Bridge estate) is within the most 20% deprived. The Parkview neighbourhood also suffers from a high level of deprivation (top 20-30% most deprived). The more recent riverside developments within the Manorway and Crossways neighbourhoods have a lower incidence of deprivation.

Crime: Within the domain of crime, there is a similar pattern to the overall level of multiple deprivation. The Abbey Wood area, southern part of Manorway, Southmere and Broadwater are all within the 10% most deprived LSOAs in England and Wales.



The consultation feedback indicated that a major concern in the area is crime and community safety. In common with many deprived areas of London, local people reported concerns about an increase in gang culture, particularly the 'Cherry Boys' and 'T-Block' gangs.

The police and neighbourhood/ community safety teams are currently working on a cross-borough strategy for Thamesmead. Community and youth provision is critical across the area, but most urgently required in Gallions Urban Village and the northern/waterfront properties in Crossways / Manorway.

Barriers to housing and services:

The issue of barriers to housing and services is significant across Thamesmead as a whole. All of the LSOAs north of the Ridgeway suffer from high levels of deprivation in this respect. The Abbey Wood estate, west of Harrow Manorway is also with the 20% most deprived areas in the country. In relative terms, access to services and housing is less of an issue in Southmere, Lesnes and Parkview.

Education and skills: Education and skills deprivation is concentrated on the Moorings estate, the southern part of Broadwater, Manorway, Abbey Wood estate, Southmere, Lesnes and Parkview.

Index of multiple deprivation illustrating Thamesmead's relative levels of deprivation in England and Wales

Source: DCLG Indices of Multiple Deprivation 2007

Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (c) Crown Copyright. License No. LB Greenwich DGRE003/07/004 2008. LB Bexley 100017693 2008.

Employment: Analysis of the employment domain shows that the most employment-deprived pockets are the Moorings estate and southern Manorway neighbourhoods, Abbey Wood estate, Southmere and Greenmead.

Health: Distribution of the highest levels of health deprivation is focused in the Broadwater area and the Abbey Wood estate.

Income: Income deprivation is highest in the LSOAs in Moorings and southern Manorway neighbourhoods, Abbey Wood estate, Southmere and Parkview.

Living and environment: Data indicated that the LSOAs in Thamesmead are not within the top 10% to 20% of deprived areas in the country for this domain.

Further socio-economic analysis

The Scase report (June 2007), which was commissioned by Gallions Housing Association provides an additional source of baseline demographic and socio-economic research drawing on the 2001 census. Key aspects of the socio-economic profile are summarised as follows:

Demographic profile

Thamesmead has a population of 27,000 according to the 2001 Census and the Scase report estimates current population as

34,000. Thamesmead has a younger population profile compared with the local, regional and national averages. 24% of residents are 14 and under compared to a national average of 19%. Conversely, only 11% of the population is aged 60 and over compared to 17% at a London scale and 21% nationally. Considering age structure at the neighbourhood scale, Lesnes, Waterfield, Moorings and Golf Course have a higher proportion of residents aged under 14 compared to the Thamesmead average.

In relation to household types, Thamesmead has a higher percentage of young single households (26% compared with the national average of 16%) and a lower percentage of pensioner-households. Thamesmead also has a lower percentage of married households with dependent children and the proportion of households comprising single parents with dependent children is more than twice the regional average. At the neighbourhood level, 48% of Moorings households are single-person.

Socio-economic profile

The Scase report identifies that the socioeconomic profile is “skewed towards lower income socio-economic categories”. Thamesmead has a higher percentage of residents

Grade	Typical occupation
A	Doctor, barrister, lecturer, financial banker, company director, media consultants
B	Teacher, accountant, librarian, middle manager, solicitor, police supervisor
C1	Lower civil servant, sales person, police officer, nurse, supervisors
C2	Machinist, electrician, carpenter, plumber, bricklayer
D	Manual workers, shop worker, machine tool operator, assembler, apprentices
E	Casual labourers, state pensioners

Socio-economic classification

in low-income unskilled or non-wage earning households (D/E groups) and lower percentage in managerial and professional households (A/B groups) compared to local, national and London-wide averages. At a neighbourhood level, the waterfront neighbourhoods have the highest proportion of A/B group residents (25%) compared with Parkview (12%), Lesnes (13%) and Greenmead (13%). Approximately 50% of Moorings and Parkview residents live in D/E households.

Ethnic composition

According to the 2001 census, the proportion of residents from Black groups (20%) is twice that of the equivalent London percentage. Analysis of the neighbourhood trends indicate that Lesnes (39%), Moorings

(36%) and Broadwater (35%) have the highest proportion of Black and Minority Ethnic (BME) residents.

In addition, Thamesmead has a higher proportion of residents born outside the UK (22%) than Bexley (8%), Greenwich (18%) or England and Wales (9%). Lesnes (27%) and Broadwater (25%) have the highest proportion of residents born outside the UK according to the 2001 Census.

The Scase report recognises that there has been a significant growth in the West African population in Thamesmead in recent years. This is likely to have an impact on the accuracy of current Census data, exacerbated by short-term lettings and buy-to-let where properties which are officially recorded as ‘owner-occupied’ but are actually let out, meaning that it is difficult to gather any information about their occupants.

Housing stock

46% of residents live in terraced houses which compares with 26% for London and England. 40% of households live in apartments which is more than twice the national average (19%). Examining Thamesmead in more detail, there is significant variation between neighbourhoods. For example, nearly 60% of homes in Parkview are flats

compared with less than 20% close to the Golf Course.

Housing tenure

The Thamesmead area has a much higher proportion of socially rented properties (41%) than the national average (19%). Significantly, only 39% of households are owner-occupiers compared with more than two-thirds nationally. The Moorings and Parkview have the highest proportion of socially rented housing in Thamesmead and Crossways, Golf Course and Waterfront have the highest owner occupancy rates.

Transport and travel

Analysis of transport patterns shows that 45% of residents travel to work by public transport and 40% by car/ motorcycle. Analysis of distance travelled to work, indicates that the majority of residents (59%) work within 5km of home and one third work between 5 and 30km. Almost half of residents on Moorings and Parkview do not have a car.

Local economy

The local economic profile is relatively similar to wider trends. According to the 2001 Census, 47% of the population is in full-time employment, with 7% unemployed and 31% economically inactive. As with the other criteria, the results vary by neighbourhood. Waterfront

and Crossways have the highest proportion of full-time employees. There are few differences between Thamesmead and other destinations in relation to distribution of employment types. Thamesmead has a high proportion of employees engaged in routine manual and sales. The distribution of occupational groups within Thamesmead follows a similar trend to other categories with Waterfront exhibiting a far greater proportion of managers (16%) compared with Parkview (8%).

Education and training

The Scase report notes that a third of residents in Thamesmead aged 16-74 have no qualifications, 37% have a level 1 or 2 qualification and 26% have a level 3 or 4 qualification. These proportions are broadly similar to local and national averages. At a neighbourhood scale, education profiles correlate with the pattern of occupational and employment profiles, with Greenmead and Parkview having a higher proportion of residents with no qualifications (37% to 39%) compared with only 19% to 26% in Crossways, Golf Course and Waterfront. The report highlights that there is a specific issue with lack of qualifications among 15-19 year olds with a high drop-out rate from the further education system constraining access to employment opportunities.

Category	Qualifications
No qualification	No academic, vocational or professional qualifications
Level 1	1+'O' level passes, 1+CSE/ GCSE any grades, NVQ level 1, Foundation GNVQ
Level 2	5+'O' level passes, 5+CSEs (grade 1). 5+GCSEs (grades A-C), School Certificate, 1+'A' levels/AS levels, NVQ level 2, Intermediate GNVQ
Level 3	Level 3: 2+'A' levels, 4+AS levels, Higher School certificate, NVQ level 3, Advanced GNVQ
Level 4/5	First degree, Higher degree, NVQ levels 4 and 5, HNC, HND, Qualified Teacher status, Qualified Medical Doctor, Qualified Dentist, Qualified Nurse, Midwife, Health Visitor
Other qualification / level unknown	Other qualifications (e.g. City and Guilds, RSA/OCR, BTEC/Edexcel), Other Professional Qualifications.

Education and qualification categories

Health condition

Analysis of the health profile indicates that the health of residents is slightly better than the national, local and regional averages which appears to be a result of Thamesmead's younger age profile. When compared on an age-for-age basis, the health of residents is worse than national and regional averages. According to the Department of Health, the Glyndon, Moorings



White Hart Triangle

and Thamesmead East wards have significantly lower life expectancy rates than the average for England. Key health issues in Thamesmead include high teenage pregnancy rate, an estimated higher than average proportion of residents who smoke and high mortality rates associated with smoking, heart disease, stroke and cancers. Greenmead and Parkview have the highest rates of long-term disability and illness.

Childcare provision

Evidence suggests that there are a number of issues associated with childcare provision in Thamesmead. These include a lack of sufficient formal nursery provision, long waiting lists, and additional demand expected from an increasing population. In general there is a lack of suitable buildings to accommodate new childcare facilities. Data indicates that the study area has the highest per capita rate of registered child minders in London which is an important consideration in planning for childcare.

Bexley findings -

Initial findings from the studies suggest there are some issues associated with Early Years provision. There is a 90 place full day care nursery at the Business Academy with long waiting lists for some places and additional demand

expected from an increasing population. There is a significant number of child minders in Thamesmead providing childcare to parents and Bexley in general has the highest number of child minders per capita of all London boroughs. This is an indication that child care provision in Thamesmead is not appropriately balanced in relation to local demand at present. In addition, there is a need to take a more strategic view of childcare and early years education in Thamesmead, in order to understand the implications for primary school provision of a growing population.

Greenwich findings -

The Thamesmead area has an increasing population due to the extensive housing developments and regeneration of the area. Child care provision has not so far been able to meet the high level of demand. The reasons for this are in the main due to a lack of suitable premises or suitable land on which to build. Existing provision has long waiting lists and many parents are reportedly travelling to other parts of the borough to find childcare to meet their needs. A high level of calls from Thamesmead residents have been received by the Children's Information Service. There is particular demand for full day care places, especially for children under two years old. There are two

nurseries operating in the Greenwich part of Thamesmead at present, providing 90 full daycare places. The new Discovery School will offer a further 52 places for 0-5 year olds within the Children's Centre. Pre-school places offer sessional care - some have considered providing wrap-around care to provide child care which meets the needs of working parents.

To meet a target figure of 25 places for every 100 children aged 0-5, requires an additional 173 places to be developed in Thamesmead by 2018 for this age group. 284 child minding places are provided through the child minding network for the Thamesmead area, and these places can offer a very flexible service to meet the needs of families with young children.

The population across Thamesmead is continuing to rise, with a notable increase in the number of 5- 11 year olds forecast over the next 10 years (almost 50%). Currently there are two after school clubs, one of which serves several schools within the local area, and two breakfast clubs. Around 120 places for 5-11 year olds are provided through child minding. Any proposed growth in the extended schools childcare needs to be linked to the schools and the clusters, in addition to population figures - the aim through the target

for extended schools is to have all schools with access to before school and after school services, from 8am to 6pm, to support working parents.

To meet a target figure of 25 places per 100 children, there would need to be an additional 378 places for 5-11 year olds in this ward by 2018.

Social infrastructure

The provision of appropriate social infrastructure is central to the creation of a sustainable community.

Separate studies are being undertaken for Bexley and Greenwich to test the service requirement impacts of housing growth. Population growth and demographic change associated with future developments should also be factored in to ensure that understanding of social infrastructure requirements is complete. These studies consider data at a borough scale and may be based on different assumptions. There is a need for further study would be to extrapolate the findings of the borough based studies on a cross-boundary basis for Thamesmead and Abbey Wood.

Neighbourhoods and housing

Neighbourhoods in Thamesmead play a major role in defining a sense of place and community. There is a sense that some local

people have dual place identities - articulating an identification with the neighbourhood in which they live, as well as with Thamesmead as a whole.

The exception is Abbey Wood which is considered distinct from Thamesmead by many local residents. As noted above, Thamesmead is undergoing constant change in demographic terms, with a high proportion of transient residents moving through the area. A high level of transience reduces the level of attachment and civic pride in an area and a major challenge is therefore to enhance Thamesmead as a place to live and to encourage people to reside in the area for longer.

The Thistlebrook site at Abbey Wood provides accommodation for travellers.

Gallions Housing Association and housing renewal

Gallions Housing Association (GHA) has a key role in revitalising the provision and management of social housing and integrating Thamesmead with the wider housing strategy for the region. GHA has a stated goal “to develop and improve housing and infrastructure to unite the diverse community of Thamesmead, fusing it together for future generations” (Submission to Housing Corporation, 2007). Gallions is already undertaking a comprehensive programme

of renewal at Tavy Bridge and is considering potential for the renewal of the Moorings estate. The Moorings estate comprises 1,259 units and was built in the 1970s comprising medium-rise linear blocks with interconnecting walkways. The overall layout and structure of the estate creates a hostile physical environment. The Moorings was purportedly built to provide accommodation for construction workers and therefore has a very high proportion of single person units. Based on a stock condition survey, it is estimated that 60% of the homes in the Moorings area will meet the Decent Homes standard in 2010. The Moorings neighbourhood was selected as a priority for regeneration on the basis of socio-economic analysis undertaken in the Scase report and further specialist research on the case for renewal of three neighbourhoods in Thamesmead. The report illustrated high incidence of crime, poor satisfaction ratings in relation to management, maintenance and public realm. Gallions is currently initiating a planning, consultation and masterplanning process to review the approach to the Moorings.

Key housing issues

The Thamesmead area suffers from an image problem at a sub-regional level. In selecting their preferred

location, many potential residents in the housing allocation pool select other locations ahead of Thamesmead. The exception is BME households who may recognise that Thamesmead has a proportion of BME residents, which means that there are established social networks and communities in the area. This demand profile is a concern as there is a risk that certain neighbourhoods will lack a representative mix, to the potential detriment of social cohesion across Thamesmead as a whole.

In addition, a predominance of buy-to-let properties is exacerbating issues associated with population transience in parts of Thamesmead.

A3.3 Impact of physical form

The socio-economic needs, outlined in the previous section, are intertwined with the physical form of Thamesmead and Abbey Wood. The following sections provide an overview of the key physical characteristics of the study area and associated issues.

Open spaces

The study area has a significant number of open spaces which are a defining feature of Thamesmead. Alongside the lakes and canals, the open spaces and green links appear to form a coherent spatial



Housing adjacent to canal

framework for the area, providing recreational destinations for the local communities and internal routes and connections through the area. In reality, many open spaces in the study area are under used. To a large extent this is a product of the design of the spaces and the feeling of isolation resulting from a lack of active frontages bordering the parks and the associated sense of limited informal surveillance.

The Bexley side of the study area benefits from a strong strategic green connection from Lesnes Abbey Woods to Crossness Engines Trust Steam Heritage Museum and the Thames Path. These heritage assets are linked by a generous green corridor which runs along Abbey Way via Southmere Park and Crossway Park. To the east, Southmere Park meets the Erith Marshes, which alongside Dartford Marshes and Crayford Marshes are a major asset, providing local urban communities with access to nature and the Thames, flood alleviation, recreation and green space. 'Managing the Marshes' (March 2006) emphasises the strategic importance of the Lesnes - Crossness link, and the reservoir of biodiversity on the doorstep of Thamesmead.

The strategic connection is currently severed by Eastern Way, and the achievement of a crossing point over

the Ridgeway and the A2016 is a key opportunity. The creation of a safe and viable link along this green spine also has potential to benefit the strategic hub of community focused projects at the Arches and Thamesmead Town FC.

Large parts of the new areas of development, particularly west of Tripcock Ness and the more recent development at Thamesmead north have little or no street tree planting. This significantly reduces the quality of the public realm. Many of the older parts of Thamesmead have dense coverage of mature trees which enhances the quality of the environment of these areas. The addition of street trees would improve the quality of the environment, and also has the potential to provide for shading and evaporative cooling, both of which will become increasingly important in the context of climate change.

Legibility and design

Thamesmead has a green character and a high degree of biodiversity - parks and open space are interspersed with the varied urban character of the area and have potential as destinations and as points of orientation. The lakes and canals play a key role in linking the different Thamesmead neighbourhoods. However, the

towpaths do not always function well as public spaces, due to a lack of passive surveillance and positive activity.

Thamesmead is clearly characterised as a collection of distinct neighbourhoods. Distinct residential typologies, poor connections between neighbourhoods and severance caused by highways infrastructure contribute to strong neighbourhood place identity.

Thamesmead has always been a significant risk of flooding, which requires the incorporation of an efficient drainage system and appropriate flood mitigation. In design terms, much of the earlier development in Thamesmead was required to have non residential uses at ground floor, which led to a distinctive typology of housing in Thamesmead with garages at ground floor and habitable rooms above. Areas such as Tavy Bridge were most radical in their implementation with walkways linking maisonettes and tower blocks at first floor level. Walkways and ground floor garages have provided an effective response to flood risk, but they are also associated with creating the conditions for unsafe spaces associated with anti-social behaviour in some areas.

Thamesmead town centre is in an

unusual location on the periphery of the area it serves. Despite being adjacent to the River Thames, it lacks any sense of connection or presence in relation to the Thames Path. The town centre has clear potential to play a greater role as a 'heart' for Thamesmead.

Pettman Crescent is a key landmark from a transport perspective, being a major gateway into the area by bus and car. In terms of legibility, it blocks connections from Plumstead to the Broadwater area and the River Thames and frustrates pedestrian movement. Belmarsh Prison is a major landmark and destination but its use and form add to a sense of disconnection from the wider Thamesmead area.

The Ridgeway forms a major spine through the area which has potential both to divide and connect. The outfall sewer accentuates the physical barrier effect of Eastern / Western Way, but also provides a means for pedestrians and cyclists to traverse the area.

The railway line is a major barrier, but a clear asset with Plumstead Station and Abbey Wood station having significant potential as gateways into the area.

The strategic green corridor which runs from Lesnes Abbey to Crossness has major potential as a

focus for the Green Grid project. Abbey Way forms a striking green connection to Southmere lake which acts as a mini-gateway to Erith Marshes, a natural asset of major biodiversity significance. There is potential to extend this route across the Ridgeway and Eastern Way, enabling a connection via the football club to the Thames Path and Crossness, a second heritage destination to mirror Lesnes Abbey.

Eastern Way flyover is a major infrastructural landmark. It is a major traffic route, but also represents a key geographical threshold, the point of pedestrian connection from the Northern Arches to the Southern Arches, and a means of accessing the Ridgeway. There is major potential to enhance pedestrian connections in this area.

Heritage value

Thamesmead and Abbey Wood benefits from a varied and unique historic environment. Areas of significance and importance include Lesnes Abbey and woods, Crossness Engines (Grade I listed), the Thames Path, open spaces, lakes and canals, and Erith Marshes. The area north-east of Abbey Wood station, known as Area One in relation to the culmination of public housing design by the Architect Departments at the LCC and GLC and the LCC's role in

the development of system building.

A3.4 Key messages from consultation

On 14 July 2007, Urban Practitioners and officers from Bexley and Greenwich Councils attended the Thamesmead Festival in Birchmere Park. This was a major opportunity to engage with local people in order to raise awareness of the study and to identify the key issues and priorities from a local perspective. Key feedback and priorities are summarised below. The issues and priorities identified are consistent with many of the baseline findings outlined in sections 3.2 and 3.3.

Thamesmead town centre - a heart for Thamesmead

The majority of participants (65%) stated that they like the town centre, but it could be improved. Just under a quarter of responses indicated that Thamesmead town centre serves all of their needs. Responses indicated that the main priorities for the town centre are 'new shops and services' (25%), 'improved community facilities' (24%) and 'entertainment and leisure facilities' (23%).

Thamesmead's neighbourhoods - local places and facilities

For residents living in the study area, the following issues were raised in relation to their local neighbourhood:

- Balancing the community - diversifying neighbourhoods;
- Giving a heart to Thamesmead - creating a vibrant town centre;
- Building quality neighbourhoods - setting new standards;
- Connecting Thamesmead - neighbourhoods, community and region;
- Generating a dynamic local economy - delivering local jobs;
- Unleashing personal potential - raising employable skills and improving the quality of citizenship;
- Caring for the community - providing healthcare for a changing population;
- Unlocking Thamesmead - creating an accessible and green environment;
- Re-branding Thamesmead - reinforcing a sense of identity and place; and
- Championing the community – representing the residents.

The main improvement which people would like to see in their local neighbourhood is 'improved sense of safety' (29%) followed by 'improved community facilities' (22%), 'better local shopping facilities' (22%).

Re-connecting Thamesmead - local links and beyond

The main priority for participants

was 'safer routes for pedestrians' (29%) which was followed by 'enhance public transport in Thamesmead' (20%) and 'improve links between neighbourhoods' (17%). In relative terms, enhancing public transport provision to surrounding areas is less of a priority than improving internal connections.

Green Thamesmead - open spaces, lakes and waterways

The most popular responses in relation to how these assets could be improved include 'encourage better use of open spaces and lakes with new leisure and recreation activities' (30%) and 'make green walks and canals safer' (29%). 20% of responses supported 'better use of small pocket parks' (e.g. community gardens, play facilities, allotments).

Thamesmead as a destination - changing the perception

The highest priority for changing the perception of Thamesmead was 'promote new visitor attractions and green walks in Thamesmead' (21%) followed by 'promote future events such as Thamesmead Festival' (18%). 'Support physical improvements to individual neighbourhoods' (14%), 'improvements to Thamesmead town centre as a focus for community facilities' (14%) and 'promote opportunities to improve local skills and access to job opportunities'

(12%) were also selected by a number of participants.

A3.5 Responding to the baseline findings

A number of initiatives have recently been completed or are already underway in the Thamesmead and Abbey Wood Study area. These include the following:

- Gallions Reach Urban Village – new residential community in West Thamesmead;
- Tamesis Point - adopted SPG and outline planning consent for the delivery of 2,000 new homes to the west of Thamesmead town centre;
- White Hart Triangle - creation of high quality business premises in West Thamesmead;
- Tavy Bridge - phased renewal of the housing estate by Southmere; and
- Veridion Park - rejuvenation of East Business Thamesmead Business Park including the Thames Innovation Centre (TIC) and outline consent for new office, light industrial and warehouse uses in Bexley.

These projects will play a key role in responding to the socio-economic needs outlined above and addressing the physical barriers to achieving sustainable development and the

successful regeneration and renewal of Thamesmead and Abbey Wood. Given the number of stakeholder organisations and the cross-borough context, it is important that there is a cohesive and joined-up strategy which ensures that connections and linkages are made between projects and that phasing and prioritisation responds to an overarching vision and context.

The SPD provides a vehicle for achieving a cohesive spatial strategy and the following chapters include the following elements:

- Coherent vision and objectives (Chapter 2);
- Statement of strategic guidance and planning principles (Chapter 3);
- Specific guidance for opportunity areas (Chapter 4); and
- Identification of key projects and interventions (Annex 1).

The final component (Delivery and Implementation) is subject to greater detail in the projects-focused Thamesmead Delivery Plan Summary which has been prepared in parallel with the SPD.

A3.6 Sustainability Appraisal

In general, the SA has found that the impact of the Thamesmead SPD is primarily local. The SPD will have a neutral impact in the short

term and a positive impact in the medium to long term. The impact of the Thamesmead SPD will be of moderate to minor significance.

Importantly, no adverse sustainability effects were identified through the SA of the Thamesmead SPD. The beneficial effects of the Thamesmead SPD could be maximised through the Environmental Impact Assessment of site specific proposals and consideration of the SPD by the London Borough of Bexley and Greenwich Council in the production of other planning documents.

The SA is an iterative process and therefore the significant sustainability effects have been considered in the production of the SPD. The SA has therefore assisted in reducing uncertainties and improving the expected outcomes of the SPD.

The SPD has responded to the SA findings by emphasising the importance of sustainable patterns of transport and movement, introducing specific guiding principles in relation to heritage and supporting the realisation of borough-wide sustainability targets.

Annex 4 List of key references

National guidance

Office of the Deputy Prime Minister, 2003: Sustainable Communities – Building for the Future

Planning Policy Statement 1 (PPS1): Sustainable Communities

Planning Policy Statement 3 (PPS3): Housing

Planning Policy Statement 6 (PPS6): Planning for Town Centres

Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation

Planning Policy Statement 10 (PPS10): Sustainable Waste Management

Planning Policy Guidance Note 13 (PPG13): Transport

Planning Policy Guidance Note 15 (PPG15): Planning and the historic environment

Planning Policy Guidance 16 (PPG16): Archaeology and Planning

Planning Policy Guidance Note 17 (PPG17): Planning for Open Space, Sport and Recreation

Planning Policy Statement 22 (PPS22): Renewable Energy

Planning Policy Statement 23 (PPS23): Pollution Control

Planning Policy Statement 25 (PPS25): Development and Flood Risk

Regional guidance

Communities and Local Government (2006): Thames Gateway Interim Plan (Development Prospectus and Policy Framework)

Communities and Local Government (2007): Thames Gateway Delivery Plan

Mayor of London, 2008: London Plan Consolidated with Alterations since 2004

Local guidance

London Borough of Bexley, 2004: Bexley Unitary Development Plan (UDP)

London Borough of Bexley, 2006: Affordable Housing Supplementary Planning Document (SPD)

London Borough of Bexley, 2008: Planning Obligations Guidance Supplementary Planning Document (SPD)

London Borough of Bexley, 2007: Sustainable Design & Construction Guide Supplementary

Planning Document (SPD)

London Borough of Bexley, 2006: Design for Living, Bexley's Residential Design Guide Supplementary Planning Document (SPD)

London Borough of Greenwich, 2006: Greenwich Unitary Development Plan (UDP)

London Borough of Greenwich, 2008: Planning Obligations supplementary planning document (SPD)

London Borough of Greenwich, 2003: Tripcock Point: Thamesmead Development Framework (SPD)

Other information sources

Office of National Statistics, 2004: Indices of Multiple Deprivation

Office of National Statistics, 2001: Census 2001

Scase (on behalf of Gallions Housing Association, Tilfen Land and Trust Thamesmead), 2007: A Vision for Thamesmead – Towards 2016



Cycling in Thamesmead



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